

Hamilton Bridge.—Five of the shore spans of this bridge are being done away with by continuing the embankment on the Hamilton West bank. The timber-work throughout the whole bridge requires painting. The work is being done by the Hamilton Borough Council.

Whatawhata Bridge.—Repairs are to be undertaken by the Raglan County Council, but as yet nothing has been done; the authority for expenditure has only recently been issued.

DISTRICT ROADS.

Mongonui Boundary-Iwitaia.—Under the supervision of the Whangaroa County Council a deviation was laid out and constructed on this road for a distance of about half a mile, and repairs made to the line throughout.

Iwitaia-Kaeo.—This vote has been expended by the Whangaroa County. The work consists of the erection of culverts, some road-formation, metalling and general repairs throughout.

Totara-Whangaroa-Kaeo.—The works done on this road under the supervision of the Whangaroa County Council have been the erecting of small breastworks to prevent the sea encroaching on the road, the repairs to two bridges, and the road generally.

Kaeo-Waimate.—The portion of this vote granted to the Whangaroa County Council is being expended in the construction of one 50ft. bridge 8ft. wide, a deviation near Kukuparere, and in repairs to bridges, culverts, and the road in places. The portion of the vote expended by the Bay of Islands County Council was used in the erection of a bridge over the Waipapa River, with stone abutments; unfortunately, these stone abutments were not properly constructed, and the bridge consequently collapsed. I have declined to authorise the payment of the grant till a new bridge has been built.

Utakura Bridge.—This work was carried out by the Hokianga County Council from plans supplied by the department; it consists of two 40ft. and two 20ft. spans.

Hokianga County Roads.—The Hokianga County Council expended this vote in the improvement of six miles and a half of dray-road, about half a mile of bridle-track, and the construction of one 20ft.-span bridge, and one culvert.

Ngapipito Road.—This road gives access to 4,000 acres of Crown land, and will, when completed, be the main road between Kawakawa and Rawene. During the year the bridle-track has been formed to Ngapipito, a distance of 6 miles 71 chains; there is yet about three miles to form before a junction is made with the Mangakahia Road. Most of the works on this road have been carried out under a modified system of the co-operative works, the difference being that the men had to find all tools, &c., themselves, and the supervision was made by periodical visits of the Inspector.

Opuia-Waimate.—This road opens up 4,000 acres of Crown land, and is the only road from the Opuia Wharf. During the year about two miles and three-quarters of dray-road have been constructed, with thirteen bridges and culverts, and about seven miles and a half of bridle-track have been made. I propose making a deviation from the original surveyed road, near the Pakaraka-Waitangi Road, so as to avoid building a second bridge across the Taratara Stream. The works will be proceeded with as soon as title to the deviation is secured.

Towai-Ruaapekapeka.—A dispute has arisen among the settlers as to where this money ought to be expended—some wishing it spent on the Ruaapekapeka to Hukerenui South Road, and others on the Ruaapekapeka-Towai Road. I suggested to the Bay of Islands County Council, who have the charge of the expenditure of the vote, to divide the vote, erecting the bridge across the Waipukakaho Stream on the Ruaapekapeka-Hukerenui South Road, and expending the balance of the vote in constructing as much as possible of the Ruaapekapeka-Towai Road. This suggestion they are now carrying out.

Mititai-Tokatoka.—This grant is being expended by the Hobson County Council, and consists of metalling 100 chains of road 6ft. wide.

Aratapu-Tatarariki.—The Hobson County Council are to expend this vote, and are now preparing plans for about one mile of drains.

Tokatoka Post Office Road.—Considerable delay has taken place in the expenditure of this vote, owing to the amount of compensation demanded for lands required. I have now abandoned my original intention of taking the road on the north side of the Tokatoka Peak, and am going to construct it on the south side. The line has been laid out and tenders received for the work.

Tangihua.—The vote for this road was expended under the supervision of the Whangarei County Council, about 50 chains constructed and 20 chains metalled. But this road is bad, owing to the slippery nature of country.

Whareora-Grahamstown.—This road has been repaired and improved; about 11 chains have been metalled, 12ft. wide and 10in. deep. The works have been carried out by the Whangarei County Council.

Ruatangata.—The works have been done by the Whangarei County Council, and consist of metalling about 13 chains of road 10ft. wide by 12in. deep.

Grahamstown-Whangarei.—This vote is being expended by the Whangarei County Council, and consists of the formation of a bridle-track between the two places.

Waipu-Marsden Point.—Works have been carried out under the supervision of the Whangarei County Council, and consist of metalling and general repairs.

Opuawhanga Main Road.—The works done on this road have been the re-formation and metalling of portions, and have been carried out under the supervision of the Whangarei County Council.

Maungatapere Road.—The works being done upon this road consist of 8 chains of new metalling, 14ft. wide by 12in. deep; also, repairs to metalling already done, and the construction of about one mile of new road 21ft. wide. The works are being carried out by the Whangarei County Council.